



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

MEMO TO: Post Hearing Meeting Attendees

FROM: Jay Bennett, PE
State Roadway Design Engineer

DATE: March 29, 2011

SUBJECT: Project 34821.1.1 (U-2525B & C) Guilford County
Greensboro Eastern Urban Loop from US 70 to east of SR 2303
(Lawndale Drive)

Post Hearing Meeting Minutes

The Post Hearing Meeting was held on March 9, 2011 in the Roadway Design Conference Room to discuss the verbal and written comments received from the "Transportation Corridor Official Map Act" Public Hearing for Transportation Improvement Program (TIP) projects U-2525B & C. A Pre-Hearing Open House and Formal Public Hearing were held on October 18, 2010 at the Northeast Guilford High School in McLeansville. Approximately 238 people signed the attendance roster. Nine citizens made verbal comments at the hearing and there were numerous written comments received.

Project U-2525B proposes a new location 4-lane, 46' median divided freeway from US 70 to US 29 (Future I-785) with an approximate length of 5 miles. Project U-2525C proposes a new location 6-lane, 46' median divided freeway from US 29 (Future I-785) to east of SR 2303 (Lawndale Drive) with an approximate length of 4.7 miles.

Executive Summary

- The majority of the verbal comments and written comments involved traffic noise issues. The public hearing handouts and Ed Lewis's formal presentation outlined how traffic noise is analyzed, the federal guidelines and criteria for noise abatement. The Date of Public Knowledge for projects U-2525B & C was the Design Public Hearing held May 11, 1995.

No noise abatement is recommended within the U-2525B & C project limits. Other comments regarding potential improvements for noise abatement involved using asphalt pavement rather than concrete pavement and lowering the grade in cut sections as deep as possible to help absorb the noise. Ed Lewis also pointed out that landscaping helps screen the road from the neighborhoods along the corridor and this is something that NCDOT would consider.

- Many of the speakers and some of the written comments received expressed displeasure and frustration with the funding priorities, funding uncertainties and schedule delays. Generally, they are disappointed with being told one thing and six months later being told of the funding problems and delays.

At the time of the hearing, the Loop Priority List had recently been issued and the right of way date for U-2525B was in FY 2015 (October 2014) and construction in FY 2017 (October 2016). U-2525C had right of way and construction not funded through 2020.

The Program Development Branch has recently updated Loop funding and schedules. The recommendation was made to advance U-2525B right of way to FY 2012 (May 2012) and construction to FY 2014 (May 2014). There was no change in the schedule for U-2525C.

- Several residents who live in the "Kerenoff" neighborhood near Birch Ridge Road and Hicone Road interchange would like the Department to maintain the proposed access to Skylark Road as shown on the 1996 Corridor Protection Maps. The residents say that getting out of their neighborhood onto US 29 is dangerous and they are delayed for long periods of time. From the 1996 design, they could turn left from Skylark Road onto Hicone Road to access the US 29 interchange. They requested that the Department take another look at their neighborhood's access needs.

At the end of the hearing, Jim Speer, Danny Gardner and John Gauthier explained that the new design requires Hicone Road be widened to four lanes with a raised median and Skylark Road will be limited to a right in/right out movements. The control of access limits along Hicone Road from the interchange ramps would need to be longer than the limits shown on the 1996 design.

Several preliminary alternate service road alignments were prepared for the Post Hearing Meeting. Additional studies and coordination between Roadway Design, Project Development and Environmental Analysis (PDEA) and the Division with the "Kerenoff" neighborhood will be required to determine the best alternate before a final decision is made. It was noted that another public hearing would be required to incorporate the service road into the corridor protection maps. The post hearing attendees agreed that it would be best to not have another hearing and to file the maps as presented to the public. The post hearing attendees agreed that the service road into the "Kerenoff" neighborhood should be studied further.

- The Transportation Corridor Official Maps for U-2525B & C are scheduled to be approved and filed with Guilford County in the summer 2011.

SPEAKER COMMENTS FROM THE HEARING

1) Walt Thompson, 10 Mansfield Circle in Whitehall Subdivision

Mr. Thompson has noise concerns with the project. He requested that the proposed grade be lowered in cut sections as deep as possible and to pave with asphalt rather than concrete because the noise is less with asphalt.

Response: Ed Lewis acknowledged the comments regarding the vertical alignment. He also noted that the Department will consider a landscaping plan to help screen the project from neighborhoods along the project corridor. The pavement designs will be studied further in the design process.

2) Dr. Jerome Spruill, MD

Dr. Spruill had a question about when will the funding become available. He requested that property owners that a required to relocate be bought out at a premium cost value rather than fair market price since they are forced to leave.

Response: Comments noted. Dr. and Mrs. Spruill's property is considered a relocation. They also wrote a letter dated October 20, 2010 requesting additional information about the relocation process. A response was sent to them with a letter dated November 1, 2010, design maps, a Relocation Assistance Brochure and contact information for the Division Right of Way (R/W) Office should they decide to pursue advanced acquisition.

3) Dan Acker, resident of 24 Bluff Ridge Court, Greensboro

Mr. Acker had questions regarding funding, funding priorities, noise studies, date of public knowledge and what happens if traffic increases to the point that the 6 lane freeway warrants an 8 lane freeway.

Response: Ed Lewis acknowledged his comments, addressed the funding issues and reiterated the date of public knowledge for this project. He noted the Department is constantly refining the design of many roads and if the Loop warranted expanding to 8 lanes we would take another look at the noise study to determine if noise abatement is required.

4) Ernie Simmons, lives at 28 Wheelwright Ct. (near Lake Jeanette Area)

He noted the funding priorities are frustrating. Mr. Simmons stated that if no funding is available then the Department should redesign the project, prepare new noise studies and hopefully do what is right for the community.

Response: Comments noted. No new environmental studies are proposed and no new noise walls are recommended.

5) Morenee Burns, lives in the Whitehall Subdivision

She questioned why all the development was allowed to happen around this corridor.

Response: Ed Lewis explained that the 1996 Corridor Protection Maps were used to plan development and for local building permit review.

6) Lloyd Newby, lives on Bluff Ridge Court

He made a comment about the noise studies for the project.

Response: Ed Lewis acknowledged his comment and reiterated the Date of Public Knowledge for projects U-2525B & C.

7) Walt Thompson, lives off Mansfield Circle in Whitehall Subdivision

2nd comment: Mr. Thompson questioned how the city coordinates plans for new fire stations and libraries. He stated that it seems these facilities should be planned and coordinated with the road.

Response: Ed Lewis acknowledged his comment and added that the city uses the Corridor Protection Maps for this exact reason.

8) Elizabeth Hildreth, lives in the "Kerenoff" neighborhood near the Hicone Road interchange and US 29 and Birch Ridge Road

Mrs. Hildreth and her neighbors would like to see the Department maintain the proposed access to Skylark Road as shown on the 1996 Corridor Protection Maps. The residents say that getting out of their neighborhood onto US 29 is dangerous and they are delayed for long periods of time. From the 1996 design, they could turn left from Skylark Road onto Hicone Road to access the US 29 interchange. They requested that the Department take another look at their neighborhood's access needs.

Response: After the formal hearing was dismissed, Jim Speer, Danny Gardner and John Gauthier explained that the new design requires Hicone Road be widened to four lanes with a raised median and Skylark Road will be limited to a right in/right out movements. The control of access limits along Hicone Road from the interchange ramps would need to be longer than the limits shown on the 1996 design.

Several preliminary alternate service road alignments were prepared for the Post Hearing Meeting. Additional studies and coordination between Roadway Design, PDEA and the Division with the "Kerenoff" neighborhood will be required to determine the best alternate before a final decision is made. It was noted that another public hearing would be required to incorporate the service road into the corridor protection maps. The post hearing attendees agreed that it would be best to not have another hearing and to file the maps as presented to the public. The post hearing attendees agreed that the service road into the "Kerenoff" neighborhood should be studied further.

9) Fred Clark, lives on Willow Lake Road

He had questions about the project schedule.

Response: Ed Lewis acknowledged his comments and informed him of the schedule that was in the public hearing handout. At the time of the hearing, the Loop Priority List had just recently been issued and right of way for U-2525B was in FY 2015 (October 2014) and construction in FY 2017 (October 2016). U-2525C had right of way and construction not funded through 2020.

The Program Development Branch has recently updated Loop funding and schedules and a recommendation was made to advance U-2525B right of way to FY 2012 (May 2012) and construction to FY 2014 (May 2014). There was no change in the schedule for U-2525C.

WRITTEN COMMENTS FROM THE HEARING

1) Various e-mails from Dan Acker, resident of 24 Bluff Ridge Court, Greensboro

Mr. Acker has sent various e-mails to Ed Lewis and Greg Smith regarding the noise study, date of public knowledge and restudying the need for noise abatement.

Response: Ed Lewis and Greg Smith have actively been addressing his concerns.

2) Christine Phelps, 64 Mansfield Circle in Whitehall Subdivision, Greensboro

She is concerned about the impacts to her neighborhood from traffic noise and the lack of noise walls planned.

Response: Comments noted.

3) Nancy Ryckman, 28 Mansfield Circle in the Whitehall Subdivision, Greensboro

She is concerned about the impacts to her neighborhood from traffic noise and the lack of noise walls planned. She noted even though federal guidelines may not permit noise walls, state money should be used for them and since the project is not scheduled in the near future. Ms. Ryckman also requested that the road be pushed further north.

Response: Comments noted. The new design is consistent with the 1996 corridor protection maps and there are no plans to realign the road further north.

4) Jeff and Lauren Vanacore, 3516 Medlock Trace, Greensboro

Mr. and Mrs. Vanacore had questions regarding the actual construction dates verses the project start dates. They claim Ryland Homes never advised them of the proposed Loop project when they purchased their home (January 2007). They wanted to know what their recourse could be.

Response: Refer to the Executive Summary for project schedules. Medlock Trace is located approximately 2200' southwest of the proposed Loop and there are no right of way impacts associated with this location.

5) David Trull, 513 Kenneth Road, Greensboro

He requested that the Department take his home. He is frustrated with the Department changing the dates so much and wants to be done with this so he will not have to worry about it anymore.

Response: Comments noted.

6) Mrs. Marla Spruill, 5102 Dunstan Road, Greensboro

She is frustrated with the schedule on this project and is tired of being put on hold. They do not want to move but have accepted the route of the project and want to get on with their lives. Mrs. Spruill also had relocation questions and thanked the NCDOT for having project information available for the Greensboro residents.

Response: Dr. and Mrs. Spruill's property is considered a relocation. They also wrote a letter dated October 20, 2010 requesting additional information about the relocation process. A response was sent to them with a letter dated November 1, 2010, design maps, a Relocation Assistance Brochure and contact information for the Division Right of Way (R/W) Office should they decide to pursue advanced acquisition.

7) Dewey Hatcher, 3651 Briarmeade Road, Greensboro

He is the owner of the Historic Schoofield-Hatcher Farm. He requested 60 feet of proposed right of way off of the cul-de-sac on the south side of the proposed Loop. He would also like to get a road back to the fields on the south side of the proposed Loop.

Response: Comments noted. Since this request involves a historic property, there should be further review with the Department's historic architecture and archeology units. The proposed right of way width is 65' at this location and we are proposing a 12' wide drive off of the cul-de-sac to the property line. It will be the responsibility of the property owner to provide a road back to the fields from the access point.

8) Mark Bailey, 5114 Watlington Road, Greensboro

Mr. Bailey is frustrated with the project schedule and he noted the state is wasting his time once again. His property was supposed to have been bought 2 years ago.

Response: Comments noted.

9) R. Crosby, 3717 Wynterhall Way, Greensboro

He opposes the McKnight Mill Road relocation and is concerned about traffic noise from the Loop. He claims the developers of the subdivision showed him maps with the Loop closer to Link Road. He wants the Loop moved further away and McKnight Mill Road to stay in its existing location.

Response: The proposed Loop and McKnight Mill Road relocation shown on the 1996 Corridor Protection Maps is at approximately the same location as shown on the new design. There has been very little change to the area where Wynterhall Way ties to McKnight Mill Road. The relocated McKnight Mill Road has been shifted slightly to the east on the north side of the Loop to improve the skew of the road. No further design changes are proposed at this time.

10) Betty Byron, 20 Wheelwright Court, Greensboro

She asked when the two additional lanes were added to the original 4 lane freeway between Bryan Boulevard and US 29. She requested that the Department consider lowering the grade of the interstate through their area as much as possible to minimize noise impacts and use asphalt instead of concrete pavement.

Response: Comments regarding the vertical alignment and pavement designs will be studied further in the design process. The updated traffic forecasts showed an increase in the forecasted volumes resulting in the need for additional lanes to obtain acceptable capacity. The additional travel lanes on U-2525C were added in 2006. The additional lanes are not considered a major design change. Noise abatement mitigation is not recommended for projects U-2525B & C.

11) Walt Thompson, 10 Mansfield Circle, Greensboro

Mr. Thompson was also a speaker at the Public Hearing. He requested that the proposed Loop vertical alignment be lowered under Lake Jeanette Road as deep as possible and requested that the Loop be paved with asphalt rather than concrete. Mr. Thompson also made a comment that some of the homes in Whitehall were permitted in April 1995 pre-dating the Date of Public Knowledge of May 11, 1995. He requested a copy of the Post Hearing Minutes.

Response: Comments regarding the vertical alignment and pavement designs will be studied further in the design process. Regardless of when the new homes were constructed in relation to the Date of Public Knowledge the updated traffic forecasts showed an increase in the forecasted volumes resulting in the need for additional lanes to obtain acceptable capacity. The additional travel lanes on U-2525C were added in 2006. The additional lanes are not considered a major design change. Noise abatement mitigation is not recommended for projects U-2525B & C.

12) Kathy Taylor (sent e-mail)

She thanked Ed Lewis for doing such a great Job in handling both hearings.

Response: Comments noted. Ed responded back with an e-mail and passed the recognition onto the other NCDOT team members involved with projects U-2525B & C and U-2524C & D.

13) Sue Yow, lives at 49 Mansfield Circle, Greensboro (sent e-mail)

Ms. Yow had questions about the vertical alignments of Lake Jeanette Road and the proposed Loop. She wanted to know which one is over or under and how will it be done.

Response: Ed Lewis sent an e-mail response back. Lake Jeanette Road will be shifted west of its current location and is grade separated over the proposed Loop. The proposed Loop is in a fairly deep cut at this location. There is approximately 28' of elevation difference between Lake Jeanette Road and the proposed Loop where they cross. The grade on Lake Jeanette Road will not change very much. The existing grades on Lake Jeanette Road are held close to what they are now due to access concerns with the apartments/townhomes located north and south of the proposed Loop. Phased construction will be necessary to make the cut for the Loop and construct the Lake Jeanette Road Bridge.

14) Teresa Powell, 516 Townsend Avenue, High Point (sent e-mail)

Ms. Powell had a question about the impacts to property located at 2714 Pindals Road, Greensboro. Her disabled mother and sister live there. She indicated that water to the lot is serviced by a well located off Bullard Loop and the sewer connection is serviced by a private pumping station tied to the city sewer line.

Response: James Speer spoke with Ms. Powell on the phone. While there will be no physical taking of property, the water service will be affected. This part of the project is scheduled to be constructed with project U-2525C. The Department staff will need to review the limits for each project to determine the best place to end and begin right of way acquisition.

15) Shelia (full name unknown)

She sent an e-mail to Ed Lewis requesting proximity and impacts of project U-2525C to a property located off of Lawndale Drive near Lake Brant Road and Lake Jeanette.

Response: Ed Lewis investigated and sent her an e-mail back stating that there are no direct impacts to the property from the project.

16) Janie Robertson, 9645 NC Hwy 65, Stokesdale (sent e-mail)

Sent an e-mail requesting clarification on the impacts to Fellowship Hall off Dunstan Road.

Response: Ed Lewis sent an e-mail back with an attachment showing that Fellowship Hall will have new access points onto a proposed service road. The proposed right of way limits were also shown on the attachment.

17) Ernie Simmons, 28 Wheelwright Ct, Greensboro (sent e-mail)

Mr. Simmons was also a speaker at the Public Hearing. The same comments noted at the hearing were sent in an e-mail regarding funding, noise studies and abatement.

Response: Ed Lewis sent e-mail response back to Mr. Simmons and noted that no new planning and environmental studies or proposed noise walls are recommended.

18) Lloyd Newby, lives on Bluff Ridge Court (sent e-mail)

Mr. Newby was also a speaker at the Public Hearing. He sent an e-mail regarding traffic noise and noise abatement measures.

Response: Ed Lewis sent an e-mail response back to Mr. Newby explaining how the proposed cut section will help reduce the traffic noise and that no new noise walls are proposed.

19) Ms. Chameeka Smith, (sent NC Contact Us e-mail, she is looking to move to Greensboro)

Ms. Smith is looking to move to Greensboro and wanted to know how close the proposed Loop was going to be to two different properties. One is a home located on Loretta Lane and another is a home located on Candlenut Road.

Response: Ed Lewis sent an e-mail response back to Ms. Smith. The Loretta Lane location is approximately 1.2 miles west of the proposed Loop and the Candlenut Road location is approximately 600' northwest of the proposed Loop/US 29 interchange. He also suggested that she contact the City of Greensboro Planning Department for further information on local road projects.

20) Ms. Edie Conners, (sent NC Contact Us e-mail)

She wanted to know how close the proposed Loop was going to be to a home located on Friar Lane in the Canterbury Subdivision in Greensboro and is concerned about traffic noise.

Response: James Speer sent an e-mail response back to her. The home is located close to the Old Lake Jeanette Road area. The residence is located approximately 1450' north of the proposed Loop and is located between the proposed interchange with North Elm Street and the proposed Church Street Grade Separation. The proposed freeway is in a cut section and is approximately 25' to 30' below natural ground elevations. Having the proposed freeway in a cut section will help with noise abatement.

21) Ms. Cindy Murinson, Realtor with Keller Williams Realty (sent e-mail)

She contacted Ed Lewis regarding two properties and the proximity of the proposed Loop to them.

Response: Ed Lewis sent an e-mail response back to her. One of the properties was located in Whitehall and Ed gave her an approximate distance from the proposed Loop and informed her that no noise walls are proposed. The other property was located well off the maps for the proposed Loop.

22) Lanny Rhew, resident on Huffine Mill Road, McLeansville

Mr. Rhew is a property owner along existing Huffine Mill Road and he requested the latest design information.

Response: Danny Gardner responded to Mr. Rhew's request. Mr. Rhew was sent a pdf copy of plan sheet 25 and explained the control of access limits. Furthermore, he was advised that the Hydraulics Unit was reviewing his drainage concerns with the existing 18" concrete pipe that he had asked us to review previously.

23) Louise L. Coble, 2306 Huffine Mill Road, McLeansville

Ms. Coble requested to stay at her residence.

Response: Ms. Coble's property is located in the southeast and southwest quadrants of the new interchange with the proposed Loop and relocated Huffine Mill Road. It is denoted as "Coble Living Trust". Her property was being taken with the original 1996 Corridor Protection design and there is really no change with the new design. Ed Lewis forwarded her comment sheet and information to Lois Little, Division 7 R/W Agent for information and use as needed. A request for advanced acquisition for this parcel has not been made.

24) Sasha (NCDOT Contact Us e-mail)

She wanted to know why the north arrow on the U-2525B maps near Lake Jeanette Road pointed down instead of up and also mentioned that the Greensboro-News and Record has reported that the Loop schedule has been moved up from previous dates.

Response: Ed Lewis sent an e-mail back to Sasha explaining that the north arrow most always point upward on maps. He also explained that our survey stations typically run south to north or west to east that generally allows the maps to be read from left to right. However, the location of the Lake Jeanette Road area of the project is due north and it is where two different Loop projects come together. The maps are oriented in an east/west direction at the tie between the two proposed Loop projects making the north arrow point downward. Ed thanked her for the comments and questions and directed her to visit the website for additional assistance.

If anyone has any questions or comments regarding this information, please contact Mr. James Speer, PE, Project Engineer or me at (919) 250-4016.

JAB/jas

cc: Mike Fox, Board of Transportation Member – Division Seven
Deborah Barbour, PE
Mike Mills, PE
Calvin Leggett, PE
Art McMillan, PE
Andy Williams, U.S. Army Corps of Engineers
Greg Thorpe, Ph.D.
Post Hearing Meeting Attendees

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Craig McKinney	Greensboro DOT/MPO
Patty Eason	Division Seven
Ritchie Tuttle	Right of Way Branch- Area Negotiator
Lois Little	Right of Way Branch-Division Seven
Drew Joyner	Human Environment Unit
Ed Lewis	Human Environment Unit/Public Involvement & Community Studies
Greg Smith	Human Environment Unit
Mike Stanley	TIP Development Unit
Eric Midkiff	Project Development and Environmental Analysis
Beverly Robinson	Project Development and Environmental Analysis
Lisa Feller	Project Development and Environmental Analysis
Karen Capps	Project Development and Environmental Analysis
Ruth Brim	Project Development and Environmental Analysis
Jay Bennett	Roadway Design Unit
Roger Thomas	Roadway Design Unit
Doug Taylor	Roadway Design Unit
Clayton Walston	Roadway Design Unit
Alan Ray	Roadway Design Unit
Danny Gardner	Roadway Design Unit
Travis Potts	Roadway Design Unit
James Speer	Roadway Design Unit

